

## A SHORTAGE OF COAL.

Schley Said He Could Not Go to Santiago for That Reason.

The Commodore Expressed the Belief That the Spaniards Were in Cienfuegos, As He Had Heard Some Firing.

Washington, Sept. 27.—The Schley court of inquiry was in session for only an hour and three quarters Thursday, adjourning at 12:45 in order to permit its members and others engaged there to attend the funeral of Judge Wilson, late chief counsel for Adm. Schley.

Capt. Wise concluded his testimony, Adm. Cotton made a brief statement on recall and Lieut. Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish war, began his testimony. Machinist Gray, who was in charge of the starboard engines on the day of the battle of Santiago, also testified briefly. He said that on the day of the battle the starboard engines were stopped and the machinery reversed. Capt. Wise was questioned at considerable length as to what he had done before the arrival of the flying squadron off Santiago towards locating Cervera's fleet in the harbor. He said that while he had satisfied himself of the presence of the Spanish fleet, he had been content to communicate his knowledge to Adm. Schley, through Capt. Sigbee, not considering it necessary to make direct communication with the commander-in-chief. Lieut. Wood gave particulars of his delivery of dispatches from Adm. Sampson to Adm. Schley on the 22d of May, while the admiral lay off Cienfuegos. He said Schley seemed very nervous and especially anxious to know what Sampson's intentions were. He had not concluded his testimony when the court adjourned for the day.

Washington, Sept. 28.—In the Schley court of inquiry a letter was presented from R. Adm. Sampson, asking to be represented in the court by counsel, but the court refused to grant the request on the ground that "the court does not at this time regard you as a party to the case."

The principal witnesses of the day were Lieut. John Hood, who commanded the dispatch boat The Hawk during the Spanish war, and Capt. Bowman H. McCalla, who was in command of the Marblehead. The testimony of both these officers dealt with the delivery of dispatches from Adm. Sampson to Commodore Schley, and both related conversations with the latter. Capt. McCalla gave in detail his part in arranging a code of signals with the Cuban insurgents, and his communication with them near Cienfuegos on May 24, 1898, when it was learned definitely that Cervera's fleet was not in the harbor there. He said that Capt. Chadwick, who was Adm. Sampson's chief of staff, was the only person at Key West to whom he had communicated the signal code.

Capt. McCalla expressed the opinion that coaling was feasible off Santiago at the time Schley began his retrograde movement.

Lieut. John Hood said that on May 23 he had delivered dispatches from Adm. Sampson to Adm. Schley when the latter was off Cienfuegos. In response to a request from the judge advocate, Lieut. Hood related the conversation he had had with Adm. Schley after delivering the orders, saying that he (the witness) had told the admiral that it was Adm. Sampson's wish that the flying squadron should proceed immediately to Santiago, as his information was very positive. Commodore Schley read the dispatches and then turning to me said:

"Captain, Adm. Sampson wishes me to go to Santiago. I can not do it."

I told Commodore Schley that the admiral certainly expected the squadron to leave the instant I arrived. Commodore Schley then said, in nearly these words: "I am not at all satisfied that these Spaniards are not here in Cienfuegos. Besides my ships all want coal; that the Massachusetts, Texas and the Brooklyn wanted so many tons of coal, and that the day before Capt. Sampson had sent him down the Iowa with only half her coal supply, so that she could not go anywhere; that it was useless to send ships down there only half filled with coal." I told Commodore Schley that I had passed a collier conveyed by a gunboat only a little before daylight; that morning and it would certainly be there with at least four or five thousand tons of coal within two or three hours. He referred again to his belief of the Spaniards being in Cienfuegos, and stated that he had heard some firing about 40 miles from port, which he took to be a welcome to the Spanish squadron. He had also seen some smoke which he conceived to be the Spanish squadron, and he believed they were there. I said to Commodore Schley then that the information which the admiral had considered as definite; he had no doubt that the Spanish squadron was at Santiago. Commodore Schley then said to me: "Capt. Sampson does not understand. He is not on the spot and can not judge." I also informed Commodore Schley that they certainly expected the squadron to leave immediately, and that I had verbal orders from the commander-in-chief which did not appear in my written orders to remain with the Hawk alone at Cienfuegos after the squadron had left and conduct a blockade for a day or two, or as long as my coal supply lasted.

Washington, Sept. 30.—In the Schley court of inquiry Saturday Capt. Mc-

Calla, of the Marblehead, concluded his testimony, which was begun Friday, and the court heard the testimony of Lieut. Commander W. H. H. Southerland, who commanded the Eagle during the war with Spain, and also that of Lieut. Cassius B. Barnes. The latter is a cipher expert in the navy department, and his evidence was devoted to showing that the dispatch from Commodore Schley to the navy department of May 28, 1898, saying that he could not, much to his regret, obey the orders of the department, as printed in the official reports, was a correct translation of the message as forwarded from the Harvard at Kingston.

Commodore Southerland explained the condition of the Eagle during the campaign, and told of the part that vessel played. He said the slow progress made in the cruise to Santiago was due to the fact that the vessel was one-third full of water. He told of signaling the Scorpion to inform Commodore Schley that the Spanish squadron was not in the harbor of Cienfuegos. Capt. McCalla said he had suggested to Commodore Schley, after the battle of Santiago that there was glory enough in the victory for all.

Capt. McCalla testified that he had been present during a conference of commanding officers on the Brooklyn while the fleet was off Santiago on May 29. Describing what took place, he said:

"The commanding officers were ordered on board the Brooklyn on May 29. It was with regard to the work of blockade. I can only remember one specific thing, which took place at the close, and that was that Capt. Evans asked Commodore Schley, if the Spanish ships did not come out, if he was going in for them. He said, 'Certainly,' and then arranged for a subdivision of fire from the ships under his command on the Spanish ships should they come out."

Mr. Rayner, in his cross-examination, brought out the fact that Lieut. Barnes had no knowledge whether the cipher copy made on the Harvard is a correct reproduction of the original Schley message.

### TERRIFIC EXPLOSION.

Several Men Killed and Seven Injured in an Oil Tank of the Newark, N. J., Gas Co.

New York, Sept. 27.—Six men and possibly seven were killed and seven injured by the explosion Thursday of an oil tank of the Essex and Hudson Gas Co., at Newark, N. J. Many witnesses say there is a body in the river, as they saw it hurled high in the air and thrown in that direction.

The tank which exploded was one of a number of immense steel reservoirs which was undergoing its periodical cleaning, it having been emptied of its oil in the morning. The tank was 20 feet deep, and two workmen entered through the manhole first without taking precaution of having ropes tied about them. They were immediately overcome by the fumes. Foreman Newman saw this and started down after them, after shouting a warning to the other workmen in the yard. He, too, collapsed in the tank.

Nicholas Miller, a grocer nearby, had once been foreman of the works. He was in the yards and at once assumed charge of the rescue. Summoning others the men began with chisels to cut a large ring in the tank. It is supposed one of the chisels in striking the steel caused the emission of a spark, for instantly there was an explosion like that of a cannon and then a sheet of flame. Ten men were on the top of the tank at the time. They were swept away in all directions. Three seem to have borne the brunt of the terrific shock. They were not badly mangled, but not a bone in their frames was left unbroken, says the county physician, this fact being due to their being blown many feet into the air and the force with which they struck the ground. The tank was rent in twain and after all was over the bodies of the three men in it were taken out.

### A BATTLE FOUGHT.

Claimed the Colombian Troops Were Victorious, But the Loss on Both Sides Was Heavy.

Mobile, Ala., Sept. 28.—Capt. Torrestadt, of the steamer Banes, from Bocas del Toro, reports that the battle fought on September 12 and 13 is claimed by the Colombian troops, but the loss was heavy on both sides. When the Banes left there were not more than 25 government troops in Bocas. About 200 insurgents were outside the place, but making no serious demonstration.

From another source it is learned that the insurgents get their supplies from Chinese merchants. Foreign firms experience trouble in getting messages to and from their agents, some of the latter being in prison charged with aiding the insurgents.

### TO DRIVE OUT NEGROES.

A Mob of Unknown Persons Attacked the Home of Annie Meade at Bond Creek, O. T.

Guthrie, O. T., Sept. 28.—An attempt was made by a mob composed of unknown persons to drive the Negroes from Bond Creek, the county seat of Grant county, O. T. They began by firing a fusillade of shots into the home of Annie Meade, a mulatto, and Jim Gillespie. Two of the woman's children were seriously injured, the bed in which they were sleeping being filled with bullet holes, and the dishes on the tables were broken into pieces.

## NO FENCE CORNER FARMING

The Very Good Reason for the Long, Straight Furrows and Great Fields That Are a Feature of Western Canada Farms.

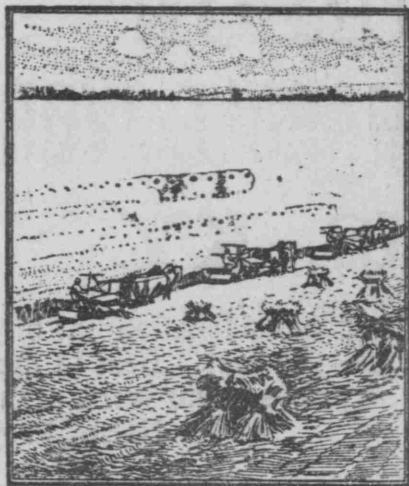
CURIOSITY and a love of travel combined caused me to take an extensive trip through the agricultural sections of Western Canada during the past summer, and while there I was given the best of opportunities of studying and judging for myself of the conditions that exist in that extensive section of our continent.

After I had traveled over a few million acres of Western Canada, and watched and studied what at first seemed to me an extravagant waste of land on the part of the farmers, I became better acquainted with conditions and the very good reasons for this seeming wastage.

I had been used to the farming operations of the more thickly populated States, where to make farming pay it was necessary to cultivate practically every foot of ground; where it was the rule rather than the exception to go to the length of blasting out, if necessary, heavily rooted trees or large bowlders; where much of the farm land was secured by clearing it of timber and stones, which had been accomplished only after years of toil and privation on the part of the first settlers. There traveled with me over these millions of acres of Canadian soil a gentleman who had been reared upon just this sort of a farm in Michigan, and, as he expressed it, "land was so scarce and so valuable because of its scarcity that we had to cultivate even the corners of the rail fences."

But in my journey through the agricultural section of Western Canada, ranging from Winnipeg on the east to the Rocky Mountains on the west, and from the international boundary on the south to the Saskatchewan river and beyond on the north, I saw nothing that savored of our method of "fence corner farming," and in time I learned the reason for the little uncultivated tracts.

Time, rather than land, is the valuable commodity in Western Canada. In a country where the soil is sufficiently



"The Western Canada Farmer Cultivates His Land Upon Wholesale Methods."

fertile to produce thirty and forty bushels of wheat to the acre from less than a bushel of seed; where the government gives everyone desiring it a free homestead of 160 acres of this land, and where more may be bought at from \$3 to \$5 per acre; where one year's crop will much more than pay for the land upon which it is grown, it is a wicked waste of time to cultivate the "fence corners."

Before I had acquired this information I was on one farm where a road-way cut off a small corner of land from the remainder of a field of wheat. There was, I should say, nearly an acre in this little plot of neglected ground, and I asked the owner of the farm why it had not been put under cultivation.

"To undertake to plow that little three-cornered strip of land would take far more time than the land is worth, giving both the present market value. To add to it to the remainder of the field would necessitate a longer way around from the main road to the house. Lying just across the road there is 160 acres of as good land as this upon which I have this year grown more than 30 bushels of wheat to the acre, and I can buy that land of the railroad for \$4 an acre. It would take as much time to plow that small piece, in its present shape, as it would to plow two acres of the land across the road, and so would be what we in this country consider a waste of valuable time."

Straight furrows and long ones is the plowing rule in Western Canada, and the gang plow is the favorite method of turning the soil. The Western Canada farmer, I found, cultivates his land upon wholesale methods. No matter where he may come from, no matter what the methods in vogue in his native place may have been, the farmer in Canada soon learns that it is wholesale methods that pay best there, and for this reason it is Western Canada that is the home of every improved agricultural machine that tends to the speedy handling of great harvests or the production of them. These machines are not always the product of Western Canadian inventors, but among the heaviest buyers of this class of agricultural machinery in the world.

The Canadian farmer never becomes land poor as does the farmer in the States. When he buys land he knows that it will bring him adequate returns upon his investment, and that his government will not put a burden of taxes upon it. As a sample of what is possible with the progressive farmers in Western Canada let me cite the case of one living near White Plains, in Manitoba, a Mr. Winslow by name. During the past season this one man had 2,700 acres of land planted in wheat, and harvested 67,500 bushels. He makes farm-

ing on these fertile lands immensely profitable by going about it in a wholesale way.

Do not, however, imagine that it is only the wholesale methods that pay well in Western Canada. I saw men who owned only the 160 acres of land the government had given them as a homestead who claimed to be making better livings for themselves and their families and saving more money than they had ever been able to do in the States on the same amount of land. Practically every one of these comparatively small farmers whom I met assured me that it was their ambition to purchase more land as rapidly as they could accumulate the means with which to buy. They fully realized that they could not get too much of what they knew was a good thing. There is a vast amount of difference in buying productive land at \$3 to \$5 an acre and at \$30 to \$40 an acre.

The straight furrows and the long ones are possible in Western Canada, where, as I know from my own investigations made during the past summer, farming pays and pays well.

WRIGHT A. PATTERSON.

### Fair Warning.

Time, 11:45 p. m.  
A sound resembling a distant peal of thunder was heard distinctly overhead. "What was that?" asked the young man as he started up from the parlor sofa in alarm.

"That?" echoed the fair pride of the household. "Oh, that was only papa dropping a hint."

And hastily gathering the hint unto himself the young man carried it out into the gloomy night.—Chicago Daily News.

### What's in a Name.

"Ah!" she sighed, after she had blushingly whispered "Yes" in his bosom. "My own Mabel! Of that name's so formal. Surely your friends use some shorter one; some pet name."

"Well," she murmured, "the girls at boarding school used to call me 'Pickles.'"

### Very Suspicious.

"My daughter, you have been out with one of those football players again," said the watchful mother.

"Why, how do you know, mamma?"

"Why, I found a long hair on your blue shirtwaist."—Yonkers Statesman.

### A Doubtful Compliment.

Lady—I always come out so plain in my photographs—plainer even than I am!

Photographer (gallantly)—Oh, madam, that is impossible!—Moonshine.

### Where Benux Are Scarce.

Mr. Perkins—I had to do five men's work. Mr. Simpson—Gracious! In your office? "Oh, no; at that summer resort."—Detroit Free Press.

### Crushed Again.

Drummer (in train)—Is this seat engaged? Coy Country Maid—No, but I am.—Judge.

The oftener a man is sold the cheaper he feels.—Chicago Daily News.

### THE MARKETS.

Cincinnati, Sept. 28.		
CATTLE—Common	2 25	@ 3 40
Extra butchers	4 60	@ 5 00
HOGS—Select shippers	5 25	@ 5 65
Mixed packers	6 35	@ 6 90
CALVES—Extra	6 25	@ 6 35
SHEEP—Extra	3 15	@ 3 25
LAMBS—Extra	4 50	@ 4 65
WHEAT—Spring pat.	3 80	@ 4 15
WHEAT—No. 3 red		@ 74
CORN—No. 2 mixed		@ 62
OATS—No. 2 mixed		@ 39½
RYE—No. 2		@ 58½
HAY—Ch. timothy		@ 13 25
PORK—Family		@ 16 00
LARD—Steam		@ 9 95
BUTTER—Ch. dairy		@ 12½
Choice creamery		@ 23
APPLES—Per bri	1 50	@ 2 00
POTATOES	2 40	@ 2 50
Sweet Potatoes	2 00	@ 2 25
TOBACCO—New	8 05	@ 9 85
Old	11 25	@ 13 00

Chicago.		
FLOUR—Win. patent.	3 50	@ 3 60
WHEAT—No. 2 red	70	@ 70½
No. 3 spring	66	@ 69
CORN—No. 2		@ 57½
RYE—No. 2		@ 55
OATS—No. 2	35	@ 35½
PORK—Mess	15 00	@ 15 05
LARD—Steam	10 20	@ 10 27½

New York.		
FLOUR—Win. patent.	3 50	@ 3 80
WHEAT—No. 2 red		@ 75½
CORN—No. 2 mixed		@ 63
OATS—No. 2 mixed		@ 35½
RYE—Western		@ 62
PORK—Family	16 00	@ 16 50
LARD—Steam		@ 10 45

Baltimore.		
WHEAT—No. 2 red	71½	@ 72
Southern	68	@ 72½
CORN—No. 2 mixed	61½	@ 61½
OATS—No. 2 mixed	38	@ 38½
CATTLE—Butchers	5 00	@ 5 25
HOGS—Western	6 75	@ 6 80

Louisville.		
WHEAT—No. 2 red		@ 71
CORN—No. 2 mixed		@ 62
OATS—No. 2 mixed		@ 38½
PORK—Mess		@ 15 00
LARD—Steam		@ 10 00

Indianapolis.		
WHEAT—No. 2 red		@ 70½
CORN—No. 2 mixed		@ 58
OATS—No. 2 mixed	36½	@ 37

### Philadelphia French.

A Philadelphian tells the story of a waiter at a restaurant in the Quaker city who has lately announced that he has begun to study French.

"Do you find it necessary here?" asked the customer.

"Not here, sir," said the waiter, "but I've been offered a steady job in Paris at one of the hotels if I can learn French."

"But Paris is full of French waiters," said the gentleman. "I'm afraid you're being deceived."

"Oh, no, sir," said the man, with much earnestness and absolute simplicity. "It's a perfectly straight thing. The proprietor of the hotel says the waiters he has can't understand French as we Philadelphians speak it, and that's what he wants me for, you see."—Youth's Companion.

### Wisconsin Farm Lands.

The best of farm lands can be obtained now in Marinette County, Wisconsin, on the Chicago, Milwaukee & St. Paul Railway, at a low price and on very favorable terms. Wisconsin is noted for its fine crops, excellent markets and healthful climate. Why rent a farm when you can buy one much cheaper than you can rent and in a few years it will be your own property. For particulars address F. A. Miller, General Passenger Agent, Chicago, Milwaukee & St. Paul Railway, Chicago.

### How He Was Sent.

Several ladies and their children were strolling through a cemetery reading inscriptions.

"Oh, mamma," cried little Agnes, stopping at a grave, "there's some one sent C. O. D."

The horrified mother turned to chide her daughter, but paused as she read: "James Brown, Co. D," on the headstone.—Chicago Daily News.

### Martyr to Love.

Pearl—But are you sure that he loves her?

Ruby—Loves her? Why, he actually let her sketch him in crayon; and she has only taken a two-weeks' course, too.—Chicago Daily News.

"I am tired of this monkey business," exclaimed the irritable citizen. Then he went out and chased the organ grinder from the door.—Indianapolis News.

Dropsy treated free by Dr. H. H. Green's Sons, of Atlanta, Ga. The greatest dropsy specialists in the world. Read their advertisement in another column of this paper.

If a man wants a quarter for an article, and he is not willing to pay that much, let him haggle; let him keep it.—Athens Globe.

When fools speak out in meeting let wise men hold their peace, lest the fools break it.—Atlanta Constitution.

Sweat or fruit acids will not discolor goods dyed with PUTNAM FADELESS DYES. Sold by druggists, 10c. package.

Every loafer hangs around some other man who would otherwise work.—Athens Globe.

Piso's Cure for Consumption is an infallible remedy for coughs and colds.—N. W. Samuel, Ocean Grove, N. J., Feb. 17, 1900.

What loneliness is more lonely than distrust.—George Eliot.

Relieve Whooping Cough With Hoxsie's Croup Cure. Nonnausea. 50cts.

The early morning bath bath gold in its mouth.—Franklin.

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